NUGGETS OF NEWS

Volume 8, Number 3 Gold Hill Historical Society September 1996

IMPORTANT DATES:

SEPTEMBER:

Monthly meeting here at the Museum. Wed. Sept. 18th at 7:00p.m.
Labor Day Sept. 2nd.
School starts Sept. 3rd

OCTOBER:

Monthly meeting here at the Museum Wed. Oct. 16th at 7:00p.m.
Applegate Trail Wagon Train going through Gold Hill. Oct. 3rd.
Columbus Day Oct. 14.
Halloween Oct. 31st.

NOVEMBER:

Monthly meeting here at the Museum Wed. Nov. 20th at 7:00p.m.
Veteran's Day Nov. 11.
Thanksgiving Nov. 28th

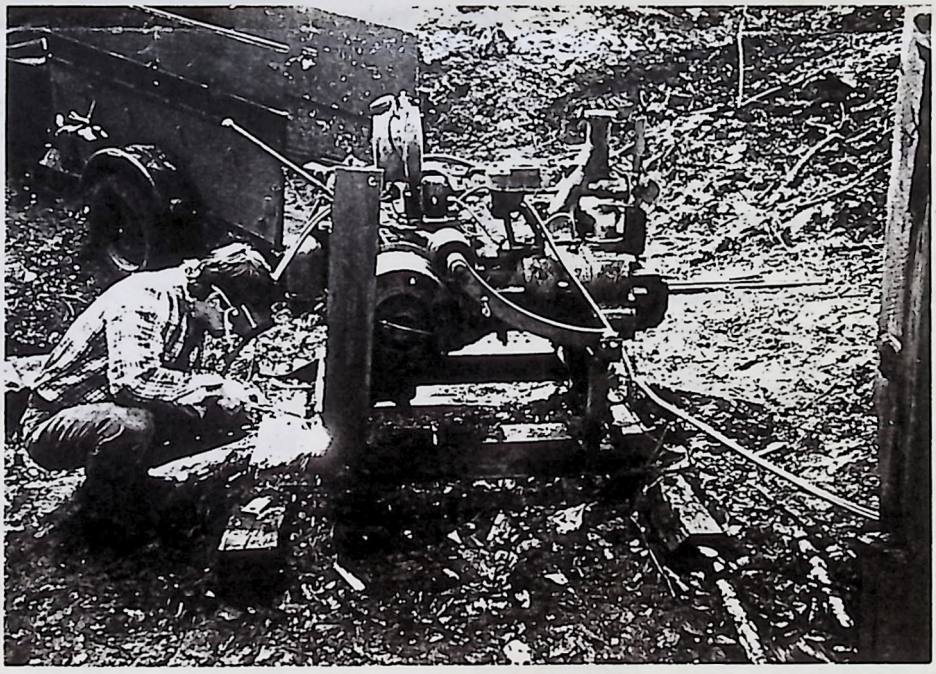
DECEMBER:

Monthly meeting here at the Museum Wed. Dec. 18th at 7:00p.m.
POTLUCK
1st day of Chanukah Dec. 6th
Christmas Dec. 25th

STAMPMILL NEWS

Progress report by: Ted Wharton

Eric Gomes, of the Gold Hill Historical Society cutting loose mounting bolts on the historic 2 cyl. John Deere engine that powered our recently acquired Stampmill. Eric is presently restoring this engine and plans to have it running by the time we get the mill setup. Look for this engine, or we should say, listen for it in next years Gold Dust Days parade.



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HISTORY IN GOLD HILL CONT.

In our next newsletter, this is where you will find old stories of Gold Hill with photo's. Things that have happened in Gold Hill or things to come in the future. We hope you will enjoy our new format for the newsletter and if you have anything you would like to have published please give us a call at 855-1182 or write to us at P.O. Box 26, Gold Hill, OR. 97525 at ATTENTION NEWSLETTER. Thank you for your continued support. Gold Hill Historical Society.

GOLD MINNING

GOLD
MINNING
STAMPMILL
ENGINE
WHEELBARROW
PICK
SHOVEL
HOE
MINESHAFT
PAN
HORSE
TENT
RIVER
ROPE
CRUSHER

W H E E L B A R R O W A R I E
A O T C K M S O D J M O E S N
C E Z F Q J L P G U W Y I C G
T B X L Y Z T E N T E G V K I
G O L D W M O Q T V X Z I D N
N F H J L N P S U W H O R S E
I A D G P I C K J M O P Q H P
N T V X Y B D F H L P R S O B
N U W Y C R U S H E R A C V O
I E G I J L O P R T V X N E C
M I N E S H A F T A D G H L T
L L I M P M A T S Q V A L U B

GOLD TRIVIA TIME

1.) What are the names of the two men who started the Klondike gold rush?
2.) When did the Klondike gold rush begin? (month & year)
3.) How long did the Klondike gold rush last?
4.) How many Carats does it take to have pure-gold in jewelry?

Answers can be found on the last page.

ATTENTION BUSINESS OWNERS:

Starting in January we will be calling for your business cards. Sign up now for your business card to be published in the Gold Hill Historical Society Newsletter. For one low yearly fee of $10.00 your business card will be published in our newsletter for one year. For more information or to reserve your spot, please fill out card below and mail to. The Gold Hill Historical Society ATTENTION NEW LETTER: P.O. Box 26 Gold Hill, OR. 97525.
All proceeds from this will go to keep the museum open.

NAME:_____
NAME OF BUSINESS:
_____
BUSINESS ADDRESS:
_____
ARE YOU A MEMBER:
_____
(NOT REQUIRED FOR PUBLICATION)

APPLEGATE TRAIL

The Applegate Trail crossed Nevada by meandering around small mountain ranges, avoiding impassable marshes and sinks, and barren stretches touched on widely scattered springs and creeks with their small quantities of forage. This combination of geography and resources resulted in a route that was difficult but not impassable. The Applegate Trail provided miners and emigrants with access to Northern California and Southern Oregon for a quarter century.

Families had to pack carefully in the limited space available in their wagons, being sure to include everything necessary for the trip, plus tools of their trade and household items to make a home and a living when they arrived.

Salt, coffee, and molasses or sugar were stored in sacks or ceramic crocks and jugs. A supply of salted meat, usually bacon or pork was insurance against a scarcity of game. Emigrants found that cream, from the family cow accompanying the wagon, placed in a wooden churn at the rear of the jolting wagon, would be butter by the end of the day.

Critical to the successful crossing was a well maintained wagon. Basic maintenance tools were a tar bucket for greasing the wheels and axles, a sturdy iron and wood wagon jack, and the tools and materials for making improvised repairs. Wagon wheels often shrunk in the dry climate to the point where the iron tire would slop off, causing the wheel to collapse. Such an accident might splinter spokes and damage the wheel beyond repair - a major disaster in the desert stretches of the trail. Wooden wedges could be rawhide strips wrapped around the wheel and tire where they would shrink in place. Often the wheels would be left to soak in a nearby creek to swell them back into place.

Although the men had their responsibilities of managing the wagons, watching the stock and hunting, these were new and novel experiences that often made the trip an adventure. Women on the other hand had to try to keep the family fed and clean during the brief breaks in a long day of travel. Very few women looked back on the trail as an adventure. Generally, emigrants made about heavily loaded wagons dictated that most travelers walked the entire trail.

In 1853 over 3500 men, women and children arrived in Oregon by way of the Applegate Trail. They had survived the perilous river crossings, where drowning and loss of livestock was common. They escaped the cholera that devastated so many families on the eastern portion of the trail. Their wagons were worn, their bodies tired, but their spirits were strong. They had made it all the way. You will find their names honored in many locations today as you follow this important Historic Trail.

OREGON TRIP REPORT JUNE & JULY 1996

BY: Mark E. Campbell

July 13, 1996

The objectives of this trip were to attend the Gold Hill School Reunion in Gold Hill, and to visit with my old hunting buddy, Ted Wharton, in Medford. I also intended to visit some new territory in California along the way.

Tuesday, June 25.

I decided to get off the beaten track this time, and to visit the Oroville and Shasta dams, so I started my drive in the early afternoon, planning to spend two nights on the road. All went smoothly over Tejon Pass and down the grapevine toward Bakersfield. At the I-5/99 split I took I-5, but within a few miles branched off onto state 166 and proceeded west toward Maricopa. It was a straight shot of twenty for miles through vast fields of cotton, alfalfa, and other crops, with occasional orchards and vineyards. Maricopa is a dilapidated little village in the midst of an old oil field, and I hardly slowed down as I turned north on state 33. The next community, Taft, is a prosperous and attractive town, with prominent schools and a bustling urban center. I was so busy looking around that I missed the fork in the highway, and circled about twice after finding myself on route 119 instead of 33.

The highway north of Taft is smooth and fast; one lane in each direction, but little traffic. I could hold a speed of 72 mph with comfort. At intervals, on some straight stretches, I could see about five miles ahead and five miles behind, with no other vehicle in sight. This condition went on for several minutes at a time. There were a few speed zones at highway intersections, but I made very good time. Clouds were fairly thick overhead, and light rain fell at intervals as I continued toward Coalinga.

On the map, the borders of the Naval Petroleum Reserve are shown to the east of route 33; but there is little activity to manifest it to the passerby. To the west, however, I could see a vast oil field, stretching for forty or fifty miles along the highway on the slopes of the Temblor Range; hundreds of nodding pumps, miles of pipelines, and occasional small refinery complexes marked by plumes of steam. No doubt oil is the source of prosperity for Taft.

I reached Coalinga about six-thirty and looked for a Motel 6. Two were listed in the directory, but they are not in Coalinga; they are located several miles away, adjacent to the I-5 freeway. But I found a nice motel, just as good, with attached restaurant, the Cambridge Inn Motor Lodge. It is on the edge of town on highway 198 (and 33), next to the local Elks lodge.

WEDNESDAY, JUNE 26.

I drove to the Harris Ranch for breakfast, then continued north on I-5. (The Harris Ranch is at the intersection of I-5 and state 198.) Everything was routine until I had passed through Sacramento; then I branched off onto state 99/70 north. In the historic old city of Marysville I shifted to state 70 and continued on to Oroville. Had lunch in the eastern fringe of the city, then continued east a few miles to the dam. The visitor center was well-equipped with models, displays, and video programs, and presented a dynamic story of an impressive engineering feat and water project. I drove across the dam and back, and inquired about tours of the power house. But the tours were only by appointment, and I didn't have the time to arrange it. So I took route 70 north and made the connection with route 99; then on to Red Bluff and I-5.

In Redding I stayed once again a the Motel 6 just off I-5 near the center of the Enterprise community (I believe the main cross street in Cypress), and had dinner at a lively youth-oriented restaurant nearby, I believe it is called Appleby's, or Appleberry's.

THURSDAY, JUNE 27.

After breakfast I drove north on I-5 a few miles to the Shasta Dam turnoff, and found my way to the visitor's center at the powerhouse. After watching a video describing the Central Valley Project, I joined a tour group of about fifteen people and received an excellent lecture on all aspects of a most impressive dam and related facilities. The most startling revelation was that the Thermal Control Project now under way involves the attachment of an extensive flow control structure to the upstream face of the dam; and that the work is being done by professional deep sea divers who spend twenty five days at a time living in a pressurized complex some distance under the surface; and that they make $1,000 per day; and that it takes three days for them to depressurize as they gradually come to the surface for a rest and recreation interval before they go down to the job again!

I had a cheeseburger and fries in the local village, and continued north. There were thick clouds, and some sprinkles of rain. nothing could be seen of mount Shasta, save for short glimpses of snow banks far down near the timber line. I stopped in Yreka and visited the Siskiyou County Museum at 910 South Main Street. Very nice - well furnished in the display rooms, and with an extensive outside arrangement of old farm implements and some authentic old structures, such as school house and church.

I arrived at Medford late in the afternoon. I found Ted in his workshop, making a part for reconstruction of the stampmill to be displayed at the Gold Hill Historic Museum. He had purchased the stampmill from an inactive gold mine (the Lucky Bart) on Sardine Creek several months ago, and moved it to the museum. It was about dinner time, and Ted brought out two huge steaks, which he cooked to perfection on a butane grill, and served with salad, potatoes, and vegetable. (I renewed my acquaintance with Ted's dog, Pepper. Armella was visiting her daughters in Lodi, CA.)

The story to be continued in the next paper.

VISIT OUR MUSEUM

WHILE YOU'RE IN TOWN
OWN A PIECE OF HISTORY

Sesquicentennial Applegate Trail Medallions.....$15.00

1996 Historical School Calendars..$7.00

Membership.....$5.00

Cookbooks.....$3.00

School History.....$2.00

Society Buttons.....$1.00

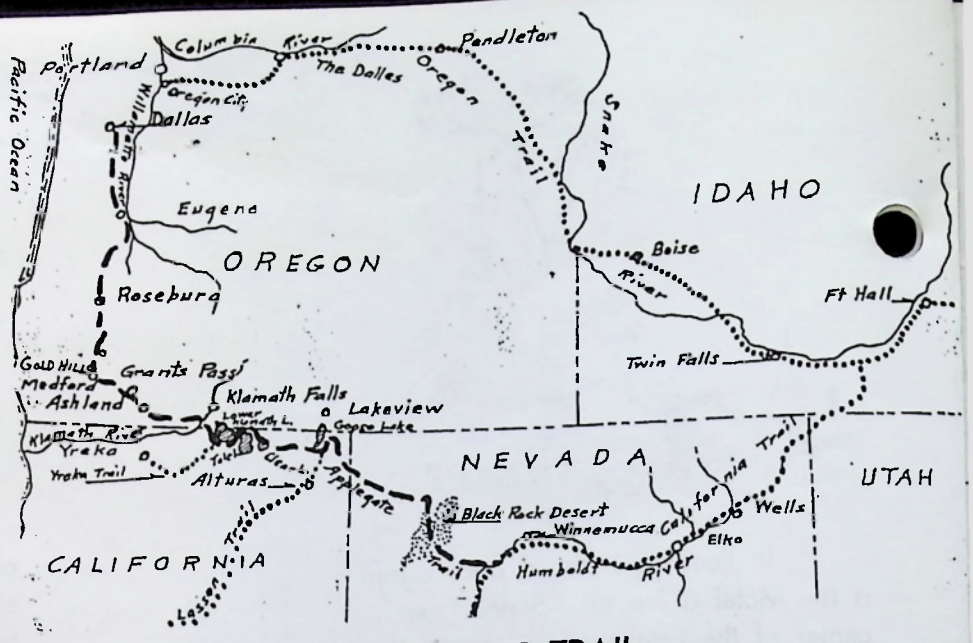
Wooden Pogs.....$0.05

BE READY FOR THE WAGON TRAIN

The re-enactment of the 1st wagon train over the Applegate Trail will start at Winnemucca, Nevada. The train will pass through GOLD HILL October 3 with a 90 minute stop at Patrick School.

GOLD HILL HISTORICAL SOCIETY
504 First Ave. AT CORNER OF 5th ST.
See our signs on 2nd Ave
Open 10:00a.m. to 4:00p.m.

Wednesday---Thru---Sunday
Admission: FREE



APPLEGATE TRAIL

Official 1996
Applegate Trail, Southern Route
Sesquicentennial Wagon Train
1846 - 1996

Official 1996
Applegate Trail, Southern Route
Sesquicentennial Wagon Train
1846 - 1996

Sign Me Up for the Trail !

Name_____

Address_____ (Phone)_____

(Includes casual passage with train, the Newsletter, and an official memento of the 150th anniversary re-enactment)

Return with $10 donation to: Secretary, Wagon Train, 186 White Oak Rd., Medford, OR 97504-7734

Check Box if you are interested in:

Entering a Unit of wagons or riders in all or part of the trip — *Yes, we want to travel from* _____ *to* _____

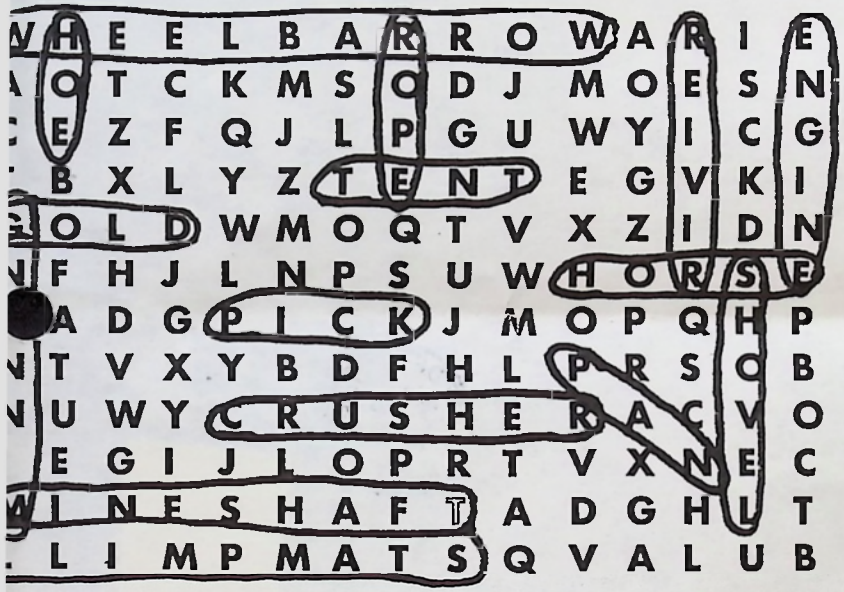
Becoming an individual participant traveling with the train — *Yes, I want to ride (or walk) from* _____ *to* _____

Applegate Trail Southern Route Sesquicentennial Wagon Train, an Oregon Nonprofit Corporation, 2785 Anderson #20 Klamath Falls OR 97603 Phone (541) 884-0566

GIFT SHOP UPDATES:

Come see our newly remodeled gift shop. We have lots of books and memorabilia for sale. Here are some examples:
BOOKS:
Oregon Trail Souvenir Book
Gold Hill and its Neighbors along the River.
Gleanings from The Gold Hill News 1913 through 1914
Buncom: Crossroads Station
Corner Stone Cooking
The Adventures of Grandfather Green Bear.

GOLD, GOLD, GOLD.
Welcome to Timbears.
A Brief look at the History and Significance of Gold Hill Schools.
Setting The Rogue Valley
(The Tough Times-The Forgotten People)
Other Items:
T-shirts
Hats
Wood Pogs
Gold in a vial
Post Cards
Book markers
Buttons
and much more.


W H E E L B A R R O W A R I E
A O T C K M S O D J M O E S N
E Z F Q J L P G U W Y I C G
B X L Y Z T E N T E G V K I
O L D W M O Q T V X Z I D N
F H J L N P S U W H O R S E
A D G P I C K J M O P Q H P
T V X Y B D F H L P R S O B
U W Y C R U S H E R A C V O
E G I J L O P R T V X N E C
I N E S H A F T A D G H L T
L I M P M A T S Q V A L U B

1.) Skookum Jim & George Washington Carmack
2.) August 16th, 1896
3.) 3 years
4.) 24 carats

ANNUAL POTLUCK:
Sorry we missed you if you didn't make it. You missed out on a lot of fun things. The potluck was a lot of fun and it was really nice seeing everyone's smiling faces. The food was great and the white elephant bingo was loads of fun. Congratulations to Ted and Armella Wharton, winners of the afghan raffle. Hope to see you all next year.

REFER A FRIEND TO BECOME A MEMBER TODAY

Gold Hill Historical Society

Membership Form

Name_____

Street Address_____

Mailing Address_____

City, State, Zip_____

Phone_____

☐ Family Membership $5.00 Per Year
☐ Contribution
☐ Yes, I would like to volunteer

Return To:
Gold Hill Historical Society
P. O. Box 26
Gold Hill, Oregon 97525

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1996
PM

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504 First Avenue
Gold Hill, Oregon 97525

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PO Box 201
Eagle Point OR 97524